

Today's
Advertisements.CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WHAMFOA."

Captain Garrioch, will be despatched as above TO-MORROW, the 31st instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th October, 1899. [1348a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched as above WEDNESDAY, the 1st November, P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th October, 1899. [1319a]

CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched on WEDNESDAY, the 1st November, P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th October, 1899. [1320a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched as above on WEDNESDAY, the 1st November. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th October, 1899. [1332a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA AND CEBU.

THE Company's Steamship

"VENUS."

Captain D. Innes, will be despatched as above on FRIDAY, the 3rd November, at Noon. For Freight or Passage, apply to BRANDAO & Co., Agents.

Hongkong, 30th October, 1899. [1361a]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain K. Sobajima, will be despatched for the above ports, on SUNDAY, the 5th November, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th October, 1899. [1213a]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"CHUSAN."

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 11th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. KITCHIE, Superintendent.

Hongkong, 30th October, 1899. [15]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. JEROME."

will be despatched for the above port and will be followed by S.S. "AFGHANISTAN."

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 30th October, 1899. [1245a]

Today's
Advertisements.

GOVERNMENT NOTIFICATION.

No. 566.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 6th day of November, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 14th October, 1899. [1362a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 6th day of November, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor-General, Her Majesty the QUEEN, for one further term of 75 years.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 14th October, 1899. [1362a]

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Colonial Secretary's Office,
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Colonial Secretary's Office,
Hongkong, 14th October, 1899. [1362a]

Intimation.



A. S. WATSON & Co.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BRANDIES.

A.—Hennessy's Old Pale, Red

Capsule - - - - - \$18

B.—Superior Vory Old Cognac

Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac

\$24

V.O.—D.—Hennessy's Finest

Very Old Liqueur Cognac,

1872 Vintage, Red

Capsule - - - - - \$36

V.V.O.—E.—Finest Very Old

Liqueur Cognac, 1862

Vintage - - - - - \$48

All our Brandies are guaranteed to

be PURE COGNAC, the differences in

price being merely a question of age

and vintage.

Sample bottles and smaller quanti-

ties will be supplied at proportionate

wholesale rates.

A. S. WATSON & Co., Limited.

QUEEN'S ROAD CENTRAL.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Sub-

scriptions, Advertisements, &c., be addressed to the

Manager, Hongkong Telegraph, and not to the Editor.

Letters on Editorial matters to be sent to "The Editor"

and not to individual members of the staff.

Communications intended for publication must be accom-

panied by the name and address of the writer, not necessarily

for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always

be open for the fair discussion of public questions, it must be distinctly under-

stood that the Editor does not in any way hold himself

responsible for opinions thus expressed.

BIRTHS.

On the 29th October, Robinson Road,

Kowloon, the wife of Dr. J. H. SWAN, of

a daughter. [1364a]

On the 30th October, at 31, Elgin Street,

Hongkong, the wife of MORRIS STERNBERG,

of a son. [1365a]

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 30, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL.

The Transvaal news of the last few days

has been anything but pleasant reading to

Englishmen, and the worst of the matter is

that we may expect it to grow worse instead

of better, for it now appears to be perfectly

plain that we are greatly overmatched at all

points and cannot hope to even hold our

own until the arrival of re-inforcements; not

the handful of men now on the way, but the

full army-corp which was supposed to be

and should have been ready to leave for

South Africa at a moment's notice. The

telegram announcing the burial of General

Symons at Dundee, if read between the

lines, shows that Dundee must be in

the hands of the Boers, and that it was found

impossible to carry the wounded General

with our forces when the place was

abandoned. It stands to reason that had

British troops been present, he would have

been accorded a military funeral, but there is

no mention of one, and the significant

concluding sentence, saying that no Boers

attended, shows that the Boers could have

done so had they chosen, and this would

have been impossible had they not been in

possession of Dundee. To put the matter

plainly, our retreat from Dundee was so

precipitate that General Symons was allowed

to fall into the hands of the enemy and

died, to all intents and purposes, a

prisoner. We do not mean to say that

our troops were to blame for this, for

we do not think so, but it is just as well

to bear these facts in mind as showing the

gravity of the British position in Natal at

His Lordship, the Acting Chief Justice delivered the following Judgment.

"This is a Petition by the Dock Company, under ordinance 25 of 1899, asking the confirmation by this Court of a special resolution of the Company, referred to in Paragraph 11 of the Petition. The object of the Petition is to enable the Company to substitute a Memorandum and Articles of Association for the old Deed of Settlement which does not quite suit the present requirements of the Company. The Dock Company appears to have prospered and to be in a flourishing condition, and consequently to have need of a somewhat broader constitution than that conferred by the original Deed of Settlement. Before confirming an alteration of this kind the Court is required by the ordinance to see that certain preliminary conditions have been complied with by the Petitioners, to see that proper notice of the application has been given to the various classes of people whose interests might be affected by the alteration proposed.

Mr. Pollock who appeared in support of the Petition, has submitted me the necessary advertisements have been issued and proper notices given; and that the fact that no one appears here to oppose the Petition, strengthens me in the opinion I have formed from a perusal of the proposed Memorandum and Articles of Association, as well as of the old Deed of Settlement, that the alteration in the constitution of this Company ought to be sanctioned. Accordingly I confirm the special resolution and sanction the proposed Substitution of a Memorandum and Articles of Association for the Deed of Settlement.

In the course of the proceedings the question of whether an alteration ought to be made in the name of the Company was mentioned. I was informed that the Memorandum of Association practically makes no alteration in the local limits of the possible sphere of the Company's operations. They could carry on business in Hongkong and elsewhere before, and can do so, if they please, in the future under the new constitution.

If the new constitution had restricted the authorized area of the Company's operations so that they could no longer carry on business at Whampoa, even if they desired to do so, then it appears to me, it would be proper to alter the name of the Company by omitting the words "and Whampoa" and to make that alteration one of the conditions referred to in subsection (3) of the first section of the ordinance. The cases of "In re Foreign and Colonial Government Trust Company" (Law Reports (1891) 2 Chancery Division p. 395) and "In re Indian Mechanical Gold Extracting Company" (Law Reports (1891) 3 Chancery Division p. 538). Show that it is proper to impose such a condition when the alteration makes a name which was appropriate before, is no longer appropriate. But, in the present case, especially as alterations in the name of a company are not considered as unimportant, I do not consider it necessary for me to impose any such condition. I accordingly confirm the alteration proposed and set forth in the Petition. A formal order may be drawn up in accordance with the judgment."

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE ROYAL HONGKONG YACHT CLUB.

DEAR SIR,—"The placid waters of the Royal Hongkong Yacht Club, after remaining in practically undisturbed serenity since the foundation of the Club, have been at length troubled by the influence of a passing breeze. The disturbing zephyr which has thus suddenly ruffled their surface emanates from the military section of the Club. It appears that the annual general meeting was duly held about the end of last June and was characterized by that sparse attendance of members which is usually found at similar meetings of other clubs in the Colony. The Commodore, Vice-Commodore, the Committee, and other various officers were duly elected, the only military member present being elected on the committee, and the executive were congratulating themselves on all going off smoothly and well. Some few weeks afterwards, however, they found their congratulations were all too premature and that "there were breakers ahead." It appears that one of the military boat owners was absent from the Colony when the general meeting was held, and, on his return, the proceedings of the annual meeting by no means met with his approval. The Commodore and members accordingly suddenly started by a notice of a general meeting called for the purpose of passing a series of resolutions which, if carried, would have altered to a large extent the proceedings of the annual meeting and the constitution of the Club. The most important of these were proposals that the number of the committee should be increased by two, these two to be military members; that the protest committee be increased by one, such one to be a military member; and that a military member be elected as one of the deputy measurers. Very naturally the first enquiry of the ordinary member was to ask for the meaning and reason of all this. The only reply that could be elicited from the originators of the movement was that, as there were five first class boats, owned this season by military members, as against four owned by civilian members, it was only right that the military section of the Club should have more representatives on the committee than they had at present. The meeting was duly held and all available military members were whipped up for the occasion, a precaution which had not been taken in respect of the civilians. A great deal of discussion, some of it of rather a heated nature, took place.

The Commodore pointed out that the Club was a Club of yachtsmen and not of various sections of the community, and that if the military wanted a certain proportion of representatives on the executive, the legal, Civil Service, and general public sections of the Club might, with propriety, make a similar demand. No particular reason seems to have been given by the military members for these proposals, they chiefly contented themselves with proposing, and seconding their resolutions.

It was apparent, from various remarks which were made during the meeting, that the executive, as it then stood, felt that some reflection in the way the Club was run was implied in the resolutions proposed and that there was evidently a want of confidence in them on the part of the military members. In the result resolutions were passed that two extra members be added to the committee and a military representative be elected as one of the deputy measurers. The status of the extra representatives was left to the meeting to decide, the resolution that they should be military being negatived.

The resolution that a military member be added to the committee was accordingly negatived. One of the military members had been brought there in a state of comparatively happy ignorance of the merits of the proposed resolutions, as one of them, on being asked why he came, said that he was told he ought to come and vote, and so he came. A general meeting has been called for Tuesday next to elect the two additional members of the committee. Meanwhile the present committee, feeling that the resolutions brought forward at

the last general meeting, may be considered to show some want of confidence in their management of the Club's affairs, propose to place their resignations before the meeting. Whether or not the resolutions proposed by the military members were necessary or what is more to the point were reasonable, it is not for me to determine.

What strikes me more than anything else about the whole proceedings is that, if they had wished to make any alteration in the executive, they should have taken such steps as would have ensured its being raised at the annual meeting. They do not seem to have troubled about this at all, but, after all things were settled for the season, they have suddenly cast this stone into the pool and seek to upset a great deal of what was done at the annual meeting. Such a method of procedure is hardly the right way to adopt in such a case. What would the shareholders of a company think if the annual meeting were to elect one set of directors one week and then some aggrieved and disappointed party were to suddenly call a special general meeting and elect another set the following week? Such a state of things might go on *ad infinitum*.

The military members had their opportunity of raising their grievances at the annual meeting; they neglected to take advantage of it, and it is no excuse to say they were unprepared or were absent; they must look to themselves for that. Having omitted to take advantage of the proper opportunity they should have waited until the next proper occasion, i.e. when the next annual meeting came round. It must have been obvious that, to take the course they did, whether their contention was right or wrong, was to go out of their way to set every one by the ears and to strain the relations between themselves and the rest of the members. Whether the Committee are right in tendering their resignation is chiefly a matter of individual opinion; doubtless they felt, and reasonably felt, that some slight stir had been cast upon them, but I cannot but think that they would have been better advised to have waited till the meeting called for next Tuesday arrived, when the feelings of the general body of members could easily have been obtained on this matter. I do not think they need have feared the result.

The result of all this agitation, for it is really nothing else, will probably be the election of an additional military and civilian member on the committee, and there it will rest. But there is sure to be some amount of feeling on the subject, which it will take some time to get rid of and which, if fostered in any accidental way, may cause a serious split in the Club. I hope to see everything pass off smoothly next Tuesday and that no disturbing effects will be left behind to prejudice in any way the hitherto peaceful existence of one of our Clubs which contributes in no small measure to our recreation and interest during the winter months.

YACHTSMAN.

Hongkong, October 30th, 1899.

TUNG WA HOSPITAL.

The Directors of the Tung Wa Hospital beg to acknowledge with thanks the following donations to the Fund for the extension of the Hospital, &c.:

Already subscribed	\$489.85
Banque de l'Indo-chine	500
Imperial Bank of China	500
Hongkong Fire Insurance Co. Ltd.	250
Canton Insurance Office, Ltd.	250
Mr. E. Balam	200
East Asiatic Trading Co.	200
Messrs. Hughes & Hough	100
Messrs. Linstead & Davis	100
" Palmer & Turner	100
" Lüttgens, Einmann & Co.	100
" Abdoolally Ebrahim & Co.	100
" Kruse & Co.	100
Mr. G. P. Lammert	100
Messrs. C. J. Gaupp & Co.	100
Mr. A. G. Stokes	50
" J. R. Michael	50
Messrs. Levy Hermanos	50
" Jordan & Joseph	50
" R. S. Woonwalla & Co.	50
Mr. F. R. Jacoby	50
Messrs. Moss & Seimund	25
Mr. G. Girault	25
A Friend	25
Mr. Shee Po Shan	100
" Chau Hing-ki	100
" Liu Tsz-shan	100
" Choi Tsz-mi	100
Total	\$324.40

THE PLAGUE.

Cases reported to 29th instant 1473

Do. do. during past 24 hours 1

Total 1474

Deaths reported to 29th instant 1415

Do. do. during past 24 hours 1

Total 1416

TOMMY ON KRUGER'S KIDS.

It is reported that Mr. Kruger has fifteen sons and grandsons, old enough to carry arms, who will take the field against the British. —*Video Daily Graphic.*

Well! I'd 'eard a lot about yer, But I didn't know before, That you'd bred 'arf a company To throw into the war. I 'oo yer name was "Legion," 'An' that the list was big, But I never 'oo before yer was A bloomin' guinea-pig.

Fifty-seven grown-up gran' sons! Hearing 'em was many more Gulls and fanatics 'n' clerics! This old man can answer for 'em. Fifty-seven sons and gran' sons!

Seems to me some 'ow it's not Fair that by yourself you go 'n' Build an Army on the spot.

Well, it really don't much matter, It's a brother's—every one With a dear old Widdered Mother 'Oo is proud of ev'ry son.

And 'Er boys are over ap'py, When She puts them on the guns; So walk up, Mr. Kroojer, With your fifty-seven sons.

Your boys 'as got a father, Which we've got to do without, Yours may need their dad to guide 'em But we know what we're about. So our dear Old Widdered Mother Let us mine all 'Er affairs, An' She's sendin' round 'Er barbers For thinnin' out your 'Heirs.

S. R. Press.

HUGE CLAIM AGAINST BRITISH GOVERNMENT.

It is stated in one of our New York exchanges that Mr. James Hamilton, ex-Representative for the State of Washington, passed through Washington recently on his way to London to present to the British Government the claim of \$15,000,000 (gold) made by the American miners who it is alleged, were driven out of Alaska by the British Columbian Government.

SIR CLAUDE MACDONALD ON BRITAIN AND CHINA.

The China Association gave a dinner on 28th September at the Whitehall Rooms, 11, Great Marlborough, in honour of Sir Claude Macdonald, Her Majesty's Minister in China, who is about to return to China in order to resume his duties at Peking. Sir C. Clement Smith, president, and a company numbering about 250 included the Chinese Minister, Lord the Hon. Eric Barrington, Mr. Yerburgh, M.P., Admiral the Hon. Sir E. Fremantle, Sir E. A. Sassoon, M.P., Captain Batten, R.N., Mr. C. P. Lucas, Mr. C. Moberly Bell, Sir W. Robinson, Colonel Sir H. Oldham, Mr. G. Jamieson, Mr. A. R. Colquhoun, Captain Norcock, Mr. J. H. Gwyther, Mr. W. H. Hay-Coghill, Mr. J. D. Campbell, Mr. W. Keswick, M.P., Sir R. Carr, Sir R. T. Rennie, Mr. J. H. Scott, Mr. J. H. Cameron, Mr. W. S. Young, Major-General W. Black, Mr. J. J. Keswick, Mr. G. J. Morrison, Surgeon A. Bankart, R.N., Mr. D. Reid, Mr. G. S. Mackenzie, Colonel du Plat Taylor, Mr. R. C. Antrobus, Mr. Byron Brennan, Mr. F. A. Campbell, Mr. Cockburn, Mr. V. Chiroi, Mr. W. Adamson, Colonel Kenneth Mackenzie, Mr. T. Scrombie Smith, and Mr. R. S. Gundry, hon. secretary of the China Association.

The Chairman, after dinner, having given "The Queen."

Mr. Keswick, M.P., proposed "The Navy, Army, and Reserve Forces," and referring to the Army, said that now, when our Army would again, as far as one could judge, almost certainly be called upon to "vindicate the honour and the greatness of this country in South Africa," he was confident it would, if possible, add brilliancy even to the lustre of the past.

Admiral the Hon. Sir E. Remantle, responding for the Navy, remarked that although the Navy was not perfect, he believed it was at the present moment as efficient as any navy ever was, and their failures were not a title of the failures which existed in most other services. As he was himself rather supposed to be disposed to pick holes, it was a great satisfaction to him to say so.

Major-General Wilson Black, C.B., also replied.

The Chairman then gave the toast of the evening, "Our Guest." He said the China Association had met together for a period of ten years, but he doubted whether on any occasion it had met at such an interesting period as that night. At the present time foreign policy had come upon the tapis at Peking to a degree which to other members of the association was entirely unknown. In the result we were face to face with the actions of two great foreign Powers—namely, Russia and France. The association welcomed the introduction of negotiations with Russia. It was a subject which they had pressed on the Foreign Office at least two years before the time when the negotiations commenced. Had their advice been accepted that ever-to-be-deplored, and, perhaps, never-to-be-forgotten incident, the removal of British ships from Port Arthur at the instance of Russia, would never have taken place. But they still welcomed understanding between this country and Russia. These negotiations, however, brought about but he could only call a very young agreement relating to the sphere of interest in the Yangtze on the one hand and China above the Great Wall on the other as regards neither Power interfering with the other. They had been glad to notice that Lord Salisbury had in his instructions to her Majesty's Ambassador at St. Petersburg pointed out how essential it was in the opinion of this country, that there should be an understanding with regard to preferential treatment upon all railways that might be constructed in China. The negotiations ended by the essential part of our policy being altogether omitted, and he could not but believe that the refusal of Russia to entertain what had been put before them was ominous as regards the future. They all wished to be on friendly terms with Russia, but Russia should also show a conciliatory spirit in relation to actual facts which were occurring every day in China. But they could not conceive that there was much conciliation or prospect of peaceful understanding between the two nations when they found that, hardly was the ink dry on the agreement, than Russia made an application to China to run a railway, which could only be considered a political railway, from Manchuria to Peking. Now, again, could they understand Russia supporting France with reference to the wholly unreasonable demand of the latter as regards the extension of the settlement in Shanghai. As regards France, there was the recent arrangement with reference to Yunnan and Szechuan and no sooner was this concluded than they found a French agent acting in Szechuan in a manner which was not in accordance with the understanding of the two Powers. Incident like these showed that there was, on the part of Russia on the one side and France on the other, a relentless jealousy towards this country, certainly they must do something more than what her Majesty's Government had stated they were doing—namely, adopt a attitude of watchfulness. Japan, too, was taking a similar attitude with reference to opening up of China. We had to take care that in whatever was done we allowed no Power, Japan or any other, to lead the British Government with reference to its policy in China. We might take the assistance of anybody towards the development of that country, but we should take care to let no Power step in and take such a part that we were put in a position of either opposing or following. (Cheers.) He then proposed the health of their distinguished guest, Her Majesty's Minister at Peking, pointing out the great successes he had achieved, and remarking on the presence of the Chinese Minister as evidence that Sir Claude Macdonald was *persona grata* to the Court at Peking. Sir Claude was about to return to his post, and they all cordially hoped health would be vouchsafed to him to enable him to continue his great services to his country. (Cheers.)

Sir Claude Macdonald, who was received with much enthusiasm in rising to reply, said—Mr. Chairman, Lord Loch, and Gentlemen—I beg to tender my most sincere thanks for the very kind and cordial manner in which you have received the toast of my health. The making of speeches after dinner or otherwise is not the *milieu* of a diplomat or of a soldier. It is certainly not one to which I am accustomed, and it is more than three-and-a-half years ago since I last inflicted speech upon an audience. I hope the present one will be indulgent and forgive my many shortcomings. I do not propose to detain you for long, but I should like to emphasize one or two points with regard to British affairs and British interests in China. After a careful consideration of the conduct of affairs in the Far East during the past three or four years, and judging by the special knowledge which I, as her Majesty's Representative, possess, I do not think that the pessimistic note adopted by many critics of our policy is altogether justified by facts or results. I think we have, on the whole, more than held our own. (Cheers.) Many important results have been obtained, and it behoves us now to do our level best to improve and get good value out of what we have.

RESULTS ACHIEVED. The results to which I would particularly allude, and which the Chairman is kind enough to put to my credit—though they are also to a very great extent due to the general support I have received and the cordial assistance which

has been given to me by the China Association—are, briefly, the opening of the West river, the rectification of the Burma frontier, the opening of several new treaty ports, the opening of inland waters to steam navigation, and the granting of important railway and mining rights to British subjects; and I repeat that these results having been obtained, it should be our policy to see that they are properly developed, and to be on the vigilant outlook for more. (Cheers.) I am of opinion that these results are not "concessions," as they are so often called, and as the Chinese Government is apt to look upon them; but they are results which, if carried out in a right and proper spirit and with liberality, will be of immense benefit to China herself and to civilization generally. (Cheers.) Much adverse criticism has been levelled at the Chinese Government in that they do not carry out these so-called "concessions" in a proper spirit—indeed, that they take away with one hand what they give with another, or, at any rate, withhold a measure until it becomes worthless. I regret to say that my experience somewhat justifies this criticism. There is, however, something to be said on the other side; also there are signs, I think, that China is becoming alive to her own interests in the matter of dealing out fair and liberal treatment to those who are willing to help her. With regard to what may be said on the other side, I will take the case of the regulations for inland navigation, which have been severely criticized, and which, if carried out, so say the critics, will entirely nullify the value of this important measure. In answer to these criticisms Sir Robert Hart, in a memorandum addressed to the British Legation, says that "The opening of inland navigation to steam was in no way intended to abolish provincial taxation or to kill native trade, and it is therefore not unreasonable to ask for a recognition of provincial conditions and assent to provincial requirements. The foreign trader fears that the restrictions which provincial officials call for will thwart development and the provincial official fears that the development which the foreigner aims at will destroy revenue. But both the one and the other are alarmed, and perhaps unnecessarily, before the event, and plead from fears and not from facts."

Let us hope that this is the case. At any rate it would be, I think, he only right to give these regulations a fair trial.

THE AWAKENING OF CHINA.

With regard to China becoming alive to the necessity of dealing out fair and liberal treatment to those who are willing to help her, I have recently had the opportunity of reading a report of Mr. Glass, late Chief Engineer, Public Works Department of India. Employed especially by the Peking Syndicate in survey work in the provinces in which this syndicate has secured most valuable railway and mining rights, Mr. Glass, who is an official of great experience, states that:—"We mixed freely with the people and never experienced the slightest rudeness or incivility. Indeed, they welcome us cordially and evinced the greatest interest in our expedition. We were asked many questions through our interpreters as to the objects of the mission, and when they were told that one of our objects was to open up the country with railways, they expressed the greatest delight at the prospect. The party met with unvarying courtesy and the greatest attention from the officials; at no time throughout the journey was the party subjected to any annoyance save in the matter of curiosity exhibited by the people, which at times was rather trying. The officials conversed with expressed a great desire to see the country opened up by railways and the mineral sources developed."

Captain Twiss, R.E., who was employed under Mr. Glass surveying in another part of the country, says—"I cannot omit bringing to your notice the facilities afforded us by the Chinese officials all along the route and the excellent feeling displayed towards us by the people who are apparently anxious to have the railway." This would seem to show that the people and some of the officials at any rate are alive to their country's interests, and are willing to help those who are desirous of developing her boundless resources.

LIFE AND PROPERTY IN CHINA.

Much has been said about the want of security to life and property in China, which paralyzes trade and thwarts all development. To a very great extent this is true, but the experiences of the gentlemen I have mentioned show that the people, if treated with tact and kindness, are amenable and friendly. Nevertheless, the history of China has been disgraced by scenes of lawlessness and cruelty, perpetrated on unoffending women and children, and devoted ministers of the Christian religion. The present unsettled state of the West River, owing to frequent and unpunished acts of piracy, is another case in point. I think the Tsungli Yamen are alive to the necessity of putting down these deeds of lawlessness with a firm hand. Shortly before I left Peking the president and members of the board consulted me with regard to the best means of definitely putting an end to this deplorable state of affairs. I said hanging an official, the higher the better—I mean the higher the official—a victory for choice, was the best and only way. (Laughter.) I admitted that my remedy was somewhat drastic; but then the disease was one which, by inviting foreign interference, was of such danger to the State that the severest remedies were allowable, and, indeed, necessary. Whilst on the subject of the Tsungli Yamen, I give you my pleasure to place on record that during the three years I have had dealing with the members of this body I have always received the greatest consideration and courtesy at their hands (cheers), and this is especially the case with the President, his Highness Prince Ching, with whom my relations have throughout been most cordial and friendly. With regard to the many cases, grievances and others, which have been brought to my notice by British subjects in China, the vast majority have been thoroughly justified in the bringing, and I have endeavoured, I hope not altogether without success, to see them righted. The following little anecdote has, I venture to think, some slight bearing on one or two of the cases not included in the above category. An Englishman being in a tight place was rescued therefrom by a Scot. The Englishman, being duly grateful, said: "My friend you have done me a good turn, and whenever you are in trouble and are in the right I will help you." "Oh, damn the right; it's when I'm in the wrong that I'm wanting help" was the reply. (Laughter.) Some of my good friends with grievances are not unlike this worthy Scot.

SELF-HELP VERSUS GOVERNMENT INTERFERENCE.

There is one point I would venture to emphasize somewhat strongly; it is one upon which Lord Koseberry, in a recent speech at Bishop Auckland, when talking about British enterprise, dwelt with considerable insistence. He said—"The State was constantly being appealed to do everything for us from the cable to the grave; but Parliament and the Government have already more to do than they can well undertake. The self-reliant and independent character of our people must at all hazards be maintained; when that failed the Empire would not be worth one minute's purchase."

This is equally true with regard to British enterprise in China, which must be, in the main, at any rate, independent, individual, and self-reliant. The moment it ceases to be this and leans too much on State assistance it ceases to be enterprise, and I may say it ceases to be British. I cannot conclude these few remarks with out acknowledging in this public manner my indebtedness to and appreciation of my Consular staff in China, more especially to the members of the Chinese Secretariat in Peking—Mr. Jordan, who put me in the right way when I first took up my post; Mr. Cockburn, who was my right hand during stirring and anxious times; Mr. Campbell who stepped into the breach when Mr. Cockburn was incapacitated by illness; and Mr. Fulford, who temporarily and very worthily occupies the most important post of Chinese Secretary to the British Legation. The commercial and Consular interests of Canton and of the model settlement of Hankow have, I think, you will allow, been splendidly looked after by Messrs. George Jamieson, Brennan, and Warren. And now it only remains for me to thank once again the members of the China Association for their most kind and cordial reception of me this evening and for the unvarying and loyal support which they have accorded to me both here and throughout the Far East. In a few days I leave England to proceed to my post. I can assure you that the memory of this splendid reception and the knowledge that I still have your support will be of immense assistance to me in promoting and maintaining British interests in China. (Cheers.)

Sir R. T. Rennie gave "The Houses of Parliament." Lord Lock acknowledged the toast on behalf of the House of Lords, and Mr. Yerburgh for the House of Commons.

The health of the chairman concluded the toast list.

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SHIPPING REPORTS.

Captain Palford, of the steamship *Orestes*, from Shanghai, reports:—Fresh monsoon and clear weather.

Captain Jamieson, of the steamship *Chiyeen*, from Shanghai, reports:—Strong monsoon and moderate to high sea with overcast weather and occasional light rain as far as Heaker Point; from there to port light monsoon and fine weather.

NOTANDA.

CALENDAR.

OCTOBER.
Meteorological means based on fifteen years' observations to 1898.

Barometer	29.982
Thermometer	76.2
Humidity	71
Rainfall	5.794

TO-DAY.		
WEATHER REPORT.		
	On date at a.m.	On date at p.m.
Barometer	30.14	30.04
Temperature	73	72
Humidity	63	67
Rainfall		

TO-DAY.		
Monday, 30th October, 1899.		
Chinese—26th of 9th moon of 25th year of Kwang-shi.		
Sun—Rises	6hr. 5min.	
Sets	5hr. 22min.	
Moon—In Equator 7hr. p.m.		
High water—Morning	5hr. 36min.	
Afternoon	6hr. 55min.	
Low water—Morning	6hr. 5min.	
Afternoon	6hr. 6min.	

ANNIVERSARIES.
1901—King Alfred the Great died.
1844—Strike of all Chinese on account of Re-creation Ordinance.
1866—Great fire in Hongkong.
1882—Collision on Yangtze between steamer *Yangang* and *lorcha Anne* and loss of the former.
1889—The Charter of the British S. Africa Co. signed.
1894—Fenghuang taken by the Japanese.

TO-MORROW.		
Tuesday, 31st October, 1899.		
Chinese—27th of 9th moon of 25th year of Kwang-shi.		
Sun—Rises	6hr. 6min.	
Sets	5hr. 22min.	
High water—Morning	6hr. 30min.	
Afternoon	7hr. 12min.	
Low water—Morning	6hr. 47min.	
Afternoon	6hr. 4min.	

ANNIVERSARIES.
1838—Louis I., King of Portugal, born.
1869—Prince Alfred arrived at Hongkong.
1874—Settlement of the Formosa difficulty between Japan and China.
1894—Ta-lien-wan and Kinchow taken by the Japanese.
1897—Inauguration of the St. Cecilia Society.
1898—Tsungli-Yamen grant Lord C. Beresford 2000 men to be drilled by English officers. A strong emergency squadron to be formed in England.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Indian (*Lightning*) to-morrow.
Canadian (*Empress of India*) 1st prox.
French (*Yarra*) 5th prox.
American (*America Maru*) 11th prox.
Australian (*Chingta*) 12th prox.

The *Silk ex the Empress of Japan* arrived in New York on the 27th instant.

The M. M. Co.'s steamer *Yarra* with the next French mail, left Singapore yesterday Sunday at 9 a.m. for this port via Saigon.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* from Hongkong, arrived at Nagasaki 8 a.m. today, and will leave again at 4 p.m. for Kobe. Due to arrive there 9 a.m. to-morrow.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* arrived at Shanghai at 8.30 a.m. Sunday October 29th, and left at 5 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. Wednesday November 1st.

HONGKONG AND WHAMPOA DOCK RETURNS.

Ship	At	Kowloon Dock.
<i>Isle de Cuba</i>	"	"
<i>Liberal</i>	"	"
<i>Liberal</i>	"	"
<i>Liberal</i>	"	"
<i>U.S.S. Oregon</i>	"	"
<i>M.M.S. Empress</i>	"	"
<i>Yamaguchi</i>	"	"
<i>Guliver</i>	"	"
<i>Culgo</i>	"	"
<i>Esmeralda</i>	"	"
<i>Zafiro</i>	"	"
<i>Delaroch</i>	"	"
<i>D. Juan d'Austria</i>	"	"
<i>Mongkut</i>	"	"

PASSED THE CANAL.
Outward—10th October—*Ayr, Inverness, Kongsberg*, 13th October—*Baniflow, Inaba Maru*, 17th October—*Tantaila, Arab, Avila, Quera Cristina*, 20th October—*Palosola, Socotra, Telen*, 21th October—*Austria,*

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAGOSHIMA MARU..... R. Nunome	{ BOMBAY, VIA SINGAPORE and COLOMBO	TO-MORROW, 31st October, at Noon.
KAWACHI MARU..... J. T. Thompson	{ MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd Nov., at Noon.
*IDZUMI MARU..... M. J. Cumow	{ VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE & YOKOHAMA	THURSDAY, 16th Nov., at 4 P.M.
BINGO MARU..... G. E. T. Cook	{ MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th Nov., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 26th October, 1899.

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,

&c., &c., &c.

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HONGKONG.

[1247a]

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FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

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Moderate Price.

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Hongkong, and
21 & 22, Elgin Road, Kowloon.

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With the Utmost Success.

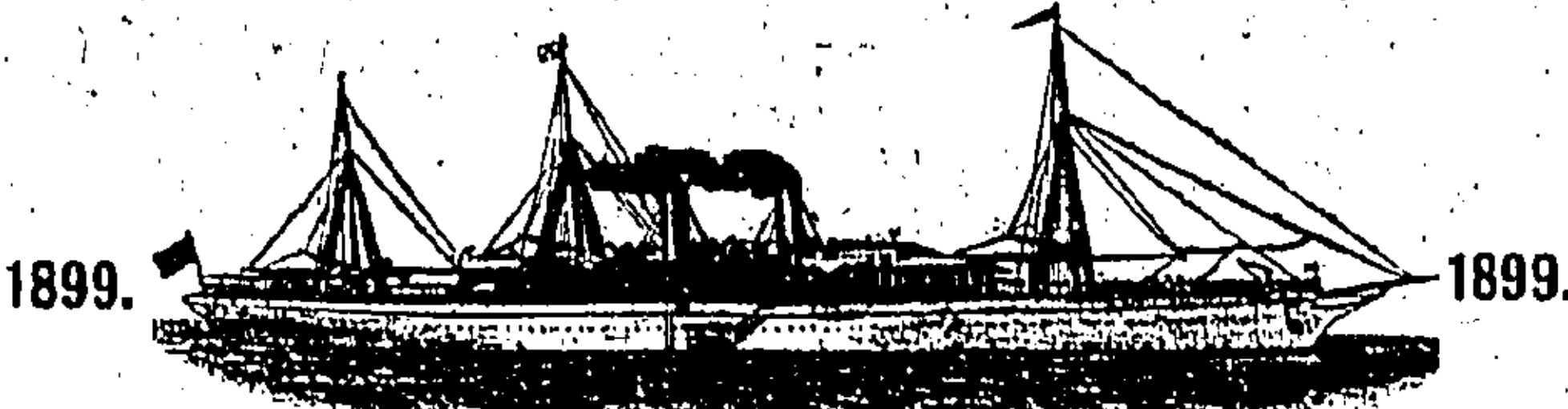
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and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & Co.

Hongkong, 11th September, 1899.

[19]

Mails.

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ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

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AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R....WEDNESDAY, 20th Dec., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

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For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 25th October, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 14th Nov.,
at Noon.

HONG KONG MARU
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Saturday, 9th Dec.,
at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Wednesday, 3rd Jan.,
1900, at Noon.

THE Steamship

"AMERICA MARU,"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA AND HONOLULU,
ON TUESDAY, the 14th November, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897.

[11]

Mails.

NORDDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SUEVIA..... Förck	{ MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	13th November } Freight.
*SIBIRIA..... Braun	{ HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 19th } Freight and November. } Passage.
BANDERG..... Mayer	{ HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 28th } Freight
*KONIGSBERG..... Christiansen	{ HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 10th } Freight and December. } Passage.
AMBRIA..... Burmeister	{ HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 24th } Freight

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

[981]

CARLOWITZ & Co.,
Agents.CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL, and
SOUTH AMERICA, &c.

Carmarthenshire.....	2,929	about	Nov. 15
Strathgyle.....	1,502	about	Dec. 15
Carlisle City.....	1,502	about	Dec. 31

THE Steamship

"CARMARTHENSIRE,"

will be despatched for SAN DIEGO VIA
NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on or about WEDNESDAY,
the 15th November.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th October, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*ALGOA (via Moji, Kobe,
Yokohama & Hono-
lulu) Tuesday, 21st Nov.,
at Noon.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 16th Dec.,
at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO,
via MOJI, KOBE, YOKOHAMA & HONO-
LULU, on TUESDAY, the 21st November, at
Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC
RAILWAY on payment of £4 in addition to
the regular tariff rate.

Passengers holding Orders FOR OVER-
LAND CITIES in the United States have,
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th October, 1899.

[1330]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPETHE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 4th Nov.,
at Noon.

Galle (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Thursday, 30th Nov.,
at Noon.

Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 23rd Dec.,
at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Passengers who have paid full fare, re-en-
barking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 10th October, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Queen Adelaide [2,832] F. McNeil [Nov. 18]
Saint Irene [3,877] W. Attree [Dec. 9]
Monmouthshire [2,874] W. A. Evans [Dec. 23]
City of Dublin [3,328] J. R. Rae [Dec. 30]
Breconshire [3,567] G. E. Elliott [Jan. 13]

ALSO

FOR PORTLAND, OREGON.

OREGON RAILROAD AND NAVI-
GATION COMPANY.

Aberdeen [3,377] J. J. Murray [Nov. 11]
Monmouthshire [2,874] W. A. Evans [Dec. 23]
Aberdeen [3,377] J. J. Murray [Jan. 27]

THE attention of Passengers is directed to
the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.
Excellent accommodation. First-class Ta-
bles, Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or (whichever may be the destination of
the Steamship).

Freight must be sent to our Office (with
address marked in full) by 5 P.M. on the day
previous to sailing.

For further information apply to
DODWELL & CO. (LIMITED),
General Agents.

Hongkong, 28th October, 1899.

[1307a]

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [135]

KUHN & KOMOR, JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KORE.

Hongkong, 15th March, 1898. [42]

SIEN TING, SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE,

Consultation free.

Hongkong, 27th September, 1898. [43]

The Share Market.

LATEST QUOTATIONS.

(October 30th.)

Hongkong and Shanghai Banking Corporation—333 per cent. prem., buyers.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 45s. buyers.

National Bank of China, Ltd.—\$30.

Do. Do. Do.—\$30.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$242.

China Traders' Insurance Co., Limited—\$39.

North China Insurance Co., Ltd.—Tls. 200.

Yantai Insurance Assoc. Ltd.—\$121.

Canton Insurance Office, Ltd.—\$135 buyers.

Straits Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$84.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$29.

Indo-China Steam Navigation Company, Ltd.—\$80 buyers.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$47.

China Mutual S. N. Co., Ltd.—(Preference)—\$20 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$3 buyers.

Star Ferry Co., Ltd.—\$19.

Refineries.

China Sugar Refining Co., Ltd.—\$135.

Luzon Sugar Refining Co., Ltd.—\$48.

Mining.

Punjom Mining Co., Ltd.—\$94.

Do. Preference Shares—\$1.80.

Société Française des Charbonnages du Tonkin—\$250.

Queen Mines, Limited—\$50.

Felsch Mining and Trading Co., Ltd.—\$1475.

Felsch Mining and Trading Co., Ltd.—\$54.

Oliviers Freehold Mines, Ltd.—(A) \$11.

Oliviers Freehold Mines, Ltd.—(B) \$64.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$1.80.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$15 buyers.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$90.

Wan-lai Warehouse and Storage Co., Ltd.—\$45 buyers.

New Amoy Dock Co., Ltd.—\$144.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$50 buyers.

Hongkong Land Investment and Agency Co., Ltd.—\$100 buyers.

Kowloon Land and Building Co., Ltd.—\$28.

West Point Building Co., Ltd.—\$30.

Hongkong Hotel Co., Ltd.—\$115.

Humphrey's Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$284.

China-Borneo Co., Limited—\$107 buyers.

A. S. Watson & Co., Limited—\$160.

Hongkong Electric Co., Limited—\$10.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$189.

Geo. Fenwick & Co., Ltd.—\$424.

Hongkong Ice Co., Ltd.—\$125.

Hongkong High-Level Tramways Co., Ltd.—\$174.

Dairy Farm Co., Limited—\$5.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15 buyers.

Bell's Asbestos Eastern Agency, Limited—£1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$60.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 66.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 774.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yahloong Cotton Spinning Co., Ltd.—Tls. 55.

Tebrau Planting Co., Ltd.—£4 per share.

Tebrau Planting Co., Ltd.—£4 per share.

BENJAMIN KELLY & POTTS (Share Brokers).

Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 30th October.

ON LONDON, Telegraphic Transfer—11/10 1/2

Bank Bills, on demand 1/10 1/2 1/2

Credits, 4 months' sight 1/11 7/16

D'iments, 4 months' sight 1/11 9/16

ON BERLIN, (demand) 1/10 1/2

Credits, 4 months' sight 1/11 7/16

ON NEW YORK, Bank Bills, on demand 46 1/2

Credits, 30 days' sight 47 1/2

ON HAMBURG, Telegraphic Transfer 14 1/2

On demand 14 1/2

ON SHANGHAI, Telegraphic Transfer 7 1/2

Private, 30 days' sight 7 1/2

ON YOKOHAMA, T.T.—64 per cent. prem.

Sovereigns, Bank's Buying Rate—\$10.43

Gold Leaf 100 touch, per tael—\$4.40

Bar Silver—\$4.25

Dollars—4 1/2 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 30th October.

New Patna 930 per chest.

New Benares 920 per chest.

New Malwa 860 per picul.

Old Malwa 875 per picul.

Persian, paper tied 800

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken

Mr. John Anderson

Mrs. John Angus

Mrs. S. Antolli

Mr. W. S. Bailey

Mr. B. J. Barlow

Miss L. R. Barnett

Mr. and Mrs. Barnett

Mr. J. F. Barr

Mr. J. F. Bartlett

Mr. W. Barton

Mr. W. T. Barton

Mrs. W. T. Barton

Mr. and Mrs. Bass

Mr. W. M. Black

Mr. R. W. Borthwick

Mr. and Mrs. A. H. Bottenheim

Mr. W. H. Bradley

Mrs. J. T. Brown

Mr. W. Brown

Mr. G. Brusse

Mr. T. F. Burgdorf

Mr. A. B. Carter

Miss J. M. Cayley

Dr. and Mrs. F. Clark

Mr. Chas. V. Daly

Mr. W. Dennis

Mr. J. D. Deroche

Mr. H. Dunbar

Mr. D. Earnshaw

Mr. D. Edwards

Mr. and Mrs. F. H. Eldridge

Mrs. Farrell and child

Mr. H. H. Fox

Mrs. H. Frustrorfe

Mr. W. Fuchel

Mr. and Mrs. G. Gibson

Capt. Goddard

Major and Mrs. Griffin

Mr. R. J. Hall

Mr. G. Havers

Major and Mrs. Higgs

Mr. and Mrs. G. Hooper

Mr. T. Howard

Mr. Magdon Ismail

Mrs. Jackson

Major and Mrs. Jeffreys

Mr. and Mrs. Joseph

Mr. E. A. Katsch

Mr. Kinghorn

Mr. O. Lang

Mr. E. A. Leggatt

Mr. L. A. Levy

Mr. J. Y. Mayston

Miss E. L. McDady

Mr. H. F. R. Brayne

Mr. P. Bure

Capt. van Corbach

Mr. G. H. Dann

Mr. and Mrs. W. H. T. Davis and child

Mr. A. L. Denison

Mr. P. Dow

Colonel H. Elsdale

Col. G. J. H. Evans

Mr. J. S. Ezekiel

Mr. R. M. Ezekiel

Mr. A. Forbes

Lt. Col. A. R. Fraser

Mr. H. H. Gompertz

Colonel E. H. Gorges

Staff-Surgeon and Mrs. W. E. Horne

Major G. St. John

Mr. H. B. Kendrick

Capt. F. Koford

Mr. J. Lamke

Mr. J. E. Lee

Mr. C. W. Longuet

Mr. C. W. Longuet

Mr. R. Mitchell

Mr. K. W. Nordman

Lt. Col. The O'Gorman

Dr. Max Peters

Hon. H. E. Pollock

Capt. H. V. Prynn

Comdr. R. M. Rumsey

Mr. E. Sharp

Mr. A. Sinclair

Mr. A. Findlay Smith

Mr. A. G. Stokes

Mr. P. O. Stokes

Mr. O. D. Thomson

Mr. G. H. Wheeler

Mr. H. F. R. Brayne

Mr. P. Bure

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Mr. K. W. Nordman

Lt. Col. The O'Gorman

Dr. Max Peters

Hon. H. E. Pollock

Capt. H. V. Prynn

Comdr. R. M. Rumsey

Mr. E. Sharp

Mr. A. Sinclair

Mr. A. Findlay Smith

Mr. A. G. Stokes

Mr. P. O. Stokes

Mr. O. D. Thomson

Mr. G. H. Wheeler

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Mr. A. L. Denison

Mr. P. Dow

Colonel H. Elsdale